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IN THE CLAIMS:

U.S. Application No.: 10/535,157
Amendment C
Reply to Office Action Dated February 20, 2008

Attorney Docket No: 3926.150

2. (previously presented) The method as claimed in claim 1, wherein the lane is defined in that either a lane detection is carried out by image processing methods or a lane is defined by means of the data of a navigation system.
3. (canceled)
4. (previously presented) The method as claimed in claim 1, wherein, for the purpose of carrying out evaluation in the perception region, object perception is carried out by means of image processing methods.
5. (previously presented) The method as claimed in claim 1, wherein, for the purpose of carrying out evaluation in the perception region, object classification is carried out by means of classification methods in order to rule out false alarms.
6. (previously presented) The method as claimed in claim 4, wherein, for the purpose of evaluation in the perception region, the distance from detected objects is determined in order to be able to provide information about obstacles in good time.
7. (previously presented) The method as claimed in claim 1, wherein, for the purpose of carrying out evaluation in the perception region by means of tracking methods, the movement of objects is sensed in order to perceive whether their direction of movement corresponds to the vehicle's own movement.
8. (canceled)

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9. (previously presented) The method as claimed in claim 1, wherein the surroundings sensing system, is an infrared night vision system.
10. (previously presented) A method for sensing the surroundings in front of a road vehicle by means of a surroundings sensing system, in which surroundings data is obtained by means of a surroundings sensor, and objects are detected by processing the surroundings data, the method comprising:
 - defining a perception region corresponding to a partial region of a region sensed by the surroundings sensor,
 - defining a lane, defining a tolerance region next to the lane, and subsequently restricting the perception region to the lane and the tolerance region,
 - dividing the thus restricted perception region into a plurality of component-regions,
 - assigning a priority to each component region,
 - subjecting component regions to a multi-stage evaluation based on the evaluation priority assigned to the component regions, and
 - issuing a warning to a driver of the road vehicle based on a result of the evaluation.